

CLASSIFICATION SECRET

25X1

COUNTRY East GermanyREPORT TOPIC Brandis Airfield

618864

EVALUATION  PLACE OBTAINED DATE OF CONTENT 

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DATE OBTAINED  DATE PREPARED 19 March 1954

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following air activity was observed at Brandis airfield between 21 January and 24 February 1954:

21 January. Between 10 a.m. and 2:15 p.m., there was air activity by ground attack aircraft. The weather was cloudless and visibility was limited to 15 or 20 kilometers. Two Il-10s  took off first and made local flights at an altitude of 300 to 400 meters. Around 1:30 p.m., a formation of four aircraft and an element of two aircraft took off and practiced formation flying. Subsequently, the aircraft formed a row and practiced diving.

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All of the aircraft apparently had been newly painted.

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19 February. There was air activity throughout the day. During the morning, individual flights including dives were made. During the afternoon, there was formation flying.

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24 February. During the morning, individual flights were made by Il-10s. There was a 2/10 overcast. An aircraft  took off at 11:10 a.m. and practiced diving over Polenz at an angle of 65 degrees. During the afternoon, flying was again practiced in formations.

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2. At the end of January, a PKV-45 DF station was observed at the edge of the woods east of the runway, south of Leulitz.<sup>2</sup> Truck  with driver wearing red-bordered black epaulets moved towards the airfield. The vehicle probably belonged to an AA unit and was used for driving lessons. Truck  was also observed entering and leaving the field.
3. About 2:30 a.m. on 6 February, several swept-back jet aircraft flew over the field from south to north. The weather was clear. On 7 and 8 February, no air activity was observed. Between 11:40 a.m. and 3:30 p.m. on 9 February, the sound of aircraft, apparently twin-engine aircraft, crossing the field from the west was repeatedly heard. It snowed and visibility was limited to 1 kilometer. Between 10 and 12 February, no flights were made. There was snowfall and temporarily poor visibility.

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25 YEAR RE-REVIEW

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[REDACTED] 25X1

4. During the noon hours of 11 February, firing with submachine guns was practiced at the firing range. Vehicular traffic at the field involved trucks

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1. [REDACTED] Comment. Brandis airfield is still occupied by a ground attack regiment. A total of 34 numbers on Il-10s have been observed so far.

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2. [REDACTED]

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CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

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REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED  
Information

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1. The following air activity was observed at Finsterwalde airfield between 28 January and 24 February 1954:  
28 January. Between 9 a.m. and noon, ground attack aircraft made individual flights of 10 to 15 minutes duration. There was a 5/10 overcast.  
1 February. Formation flying was practiced by Il-10s which took off and landed individually.  
2 February. After 10 a.m., there was air activity by Il-10s.  
15 and 16 February. There was no air activity although the weather was favorable on 15 February.  
17 February. Between 10 a.m. and noon, Il-10s made individual flights of 25 to 30 minutes duration. There was a 5/10 overcast and visibility of 5 to 6 km. Flying was also practiced in the afternoon.  
18 February. There was no air activity throughout the day.  
19 February. Between 10 a.m. and 3 p.m., local flying was practiced. The ceiling was at an altitude of 1,500 to 2,000 meters.  
20 February. Flights of 25 to 30 minutes were made after 10 a.m.  
21 February. There was no air activity although the weather was favorable.  
22 February. No flights were observed during the morning. Individual take-offs were made in the afternoon.  
23 February. There was no air activity although the weather was good.  
24 February. During the afternoon, some flights were made by Il-10s.
2. No changes were observed in the status of the air force installations in the town of Finsterwalde prior to 24 February. Vehicular traffic observed at the field involved ambulance  jeep  truck  and sedan
3. The following observations were made at the field between 7 and 20 February:  
7 to 11 February. No flights were made.  
12 February. There was air activity during the afternoon. A Il-10 took off at 2 p.m.  
15 and 16 February. There was no air activity.  
17 February. Between 7:30 a.m. and 4 p.m., there were flights by ground attack aircraft which individually took off. The ceiling was at an altitude of 1,500 to 2,000 meters.  
18 February. No flights were made during daytime. Between 6 p.m. and midnight, there was night flying by ground attack aircraft.  
19 February. Flying was practiced between 8 a.m. and 4 p.m.  
20 February. Local flights were made between 8 a.m. and 3 p.m.

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Comment. Finsterwalde airfield is still occupied by a ground attack regiment equipped with 38 to 40 Il-10s.

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